

CLAIMS

1. (Canceled)

2. (currently amended) ~~The industrial vehicle according to claim 1, wherein~~ An industrial vehicle having a seat placed in a driver's room provided in a vehicle body to be rotatable at a predetermined angle in at least one of a clockwise direction and a counterclockwise direction with respect to a forward facing position, wherein
said driver's room comprises a main accelerator pedal at a position corresponding to the seat in the forward facing position and an auxiliary accelerator pedal at a position corresponding to the seat in a position rotated at a predetermined angle from the forward facing position,

the main accelerator pedal is constructed to interlock with the auxiliary accelerator pedal via an interlock mechanism,

the interlock mechanism comprises a main accelerator link which can be freely rotated by depressing the main accelerator pedal and is returned to an original position by a main return spring, an auxiliary accelerator link which can be rotated by depressing the auxiliary accelerator pedal and is returned to an original position by an auxiliary return spring, and an interlock cable connecting both the accelerator links,

rotation of the auxiliary accelerator link is transmitted to the main accelerator link via the interlock cable, and

a throttle valve is interlocked with the main accelerator link via a throttle cable.

3. (currently amended) ~~The industrial vehicle according to claim 1, wherein~~ An industrial vehicle having a seat placed in a driver's room provided in a vehicle body to be rotatable at a predetermined angle in at least one of a clockwise direction and a counterclockwise direction with respect to a forward facing position, wherein

said driver's room comprises a main accelerator pedal at a position corresponding to the seat in the forward facing position and an auxiliary accelerator pedal at a position

corresponding to the seat in a position rotated at a predetermined angle from the forward facing position,

an interlock mechanism is provided between the main accelerator pedal and the auxiliary accelerator pedal,

the interlock mechanism comprises a main accelerator link which can be freely rotated by depressing the main accelerator pedal and is returned to an original position by a main return spring, an auxiliary accelerator link which can be freely rotated by depressing the auxiliary accelerator pedal and is returned to an original position by an auxiliary return spring, first and second rotatable intermediate links, and an interlock cable connecting the auxiliary accelerator link and the second intermediate link,

the main accelerator link has a main engaging member which engages with the first intermediate link when rotating in one direction,

the second intermediate link has an intermediate engaging member which engages with the first intermediate link when rotating in one direction,

the intermediate engaging member is separable from the first intermediate link when said main engaging member engages the first intermediate link, and the main engaging member is separable from the first intermediate link when the intermediate engaging member engages the first intermediate link,

rotation of the auxiliary accelerator link is transmitted to the second intermediate link via the interlock cable, and

a throttle valve is interlocked with the first intermediate link via a throttle cable.

In the drawings:

Substitute replacement sheets for FIGS. 32, 33, 34 and 35.

In the abstract:

Substitute the replacement Abstract provided on a separate sheet.